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Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

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JAPS IN TROUBLE

Immigration Laws Violated by Labor Company.

RESULT OF AN INVESTIGATION

Capt. of Shinshu Maru Refused Papers.

Labor Contracts by Kobe Immigration Co., Not Approved—Two Agents Under Arrest.

Probably Captain Nishijima of the Japanese steamer Shinshu-Maru little imagined when he sighted Honolulu in the early morning light more than a week ago, that there was trouble awaiting him in the port ahead, or that landing would be refused 133 of the 600 old Japanese who were sleeping below. It was because of these 133 who were unqualified to land, that clearance papers were refused Captain Nishijima when he applied for them Saturday.

The law is explicit on the subject of immigration to prevent the islands from being overrun with an undesirable floating population. Restrictions are made in the various acts on the subject which debar men from landing to engage in agricultural pursuits unless they come under the auspices of the Board of Immigration or possess \$50. The Japanese who arrived on the Shinshu-Maru were detained at Quarantine during their examination by the customs authorities. Surveyor Stratemeyer and Interpreter Doyle spent several days in the examination of the immigrants last week, and found it no easy task. A series of questions was put to each person, as is customary, and accurate statistics were obtained.

Out of the 605 men, women and children, there were none who came over under the auspices of the Government, and 133 failed to have the necessary \$50. The Port Surveyor made his report to Collector General Castle Saturday morning, and developments were awaited. Shortly before noon Captain Nishijima appeared at the Custom House and asked clearance papers to return to Japan. He was told by the Collector General that 133 of his passengers could not land, and that if he would take them on board again his clearance papers would be issued, otherwise they would be withheld.

Captain Nishijima refused to carry the men back to Japan, and asked if he would be allowed to return under bond to make good any claims of the Government. He was told that the Government had never made any such provision for issuing clearance papers. The captain sought legal advice, and as a result Collector General Castle was served with a formal demand by Attorneys Kinney & Ballou for clearance papers for their client, Captain Nishijima. The demand stated that the action of the Collector General in refusing to issue the papers was illegal. He was asked to give a written reply.

The answer of the Collector General was to the effect that in refusing to issue clearance papers he was acting strictly within the pale of the law. He added, furthermore, that should the captain of the Shinshu-Maru persist in refusing to take the men on board he would be considered as committing a misdemeanor, and suit would be brought against the company owning the vessel to recover the cost of maintaining the men while here.

In a letter sent the captain of the Shinshu-Maru later, Collector General Castle stated that he would remain in his office until 3 o'clock to await the captain's answer to the conditions of the morning that the 133 people be returned on board. An Advertiser reporter was told Saturday night that the captain had not answered.

It was stated that a number, at least, of the men on board the Shinshu-Maru had come over under the auspices of the Kobe Immigration Company. The two agents of the company were placed under arrest by Marshal Brown. It is claimed by the authorities that the Kobe Immigration Company has violated Act 17, of the laws of 1895.

Act 17 provides that aliens shall not be introduced into the country to engage in agricultural pursuits except under the auspices of the Board of Immigration. Provision is made that any company or individual who introduces, or assists in the introduction of aliens, contrary to the provisions of the Act shall be fined, if found guilty, \$300 for each alien so introduced. A fine of \$100 for each alien is also imposed on the captain of the vessel bringing them into the country. The two agents of the company were allowed to depart upon their own recognizance to appear before the court this morning.

Minister Cooper, in speaking of the affair, said last night: "In the shipment of this lot of Japanese the law has been totally disregarded. The Board of Immigration meets quarterly and applications, with a bond, for labor are presented to it and approved or rejected, as the case may be. In the case of the 133 men who came under contract to the Kobe Immigration Company, as laborers, I do not think any application to the Government was made; certainly there was no bond filed, and for that reason

they are refused a landing. We have thoroughly investigated the case, working on it even before the vessel arrived, and out of the 605 passengers, not more than 75 will be able to remain under the law.

"The applications for the men consigned to the Kobe Immigration Company should have been presented to the board at the October or January meeting, but it was not done. After the arrival of the immigrants the agent for the company offered to qualify, and excused his previous neglect by saying he was ignorant of the law. Everyone who has anything to do with contract laborers should be familiar with the laws under which they are permitted to land; ignorance does not excuse the omission.

"Two of the agents of the immigration company were arrested on Saturday, and they will be prosecuted for illegally bringing Asiatic laborers into the country without complying with the law. The captain of the Shinshu-Maru has been refused his clearance papers, I understand, because of his refusal to take back the rejected men. Whatever expense is attached to their coming and returning must be borne by him.

"There will be no further investigation into the cases of these immigrants, except in the courts. Chester Doyle, Official Interpreter, and George Stratemeyer, Port Surveyor, have been to the quarantine station at least four days, and every man and woman who came here under contract or as a free laborer has been closely questioned. The evidence we have obtained through this investigation, and in other ways, assures the correctness of the stand taken by the Government, and the evidence would make interesting reading if published. It is on this evidence that we propose taking the matter to court, not as a test case with one defendant, but with each individual until we get through the list. They were examined separately at the quarantine station, and they will be tried the same way. The law in the case is strict, and it has been violated without any excuse for it. The Government permits the landing of all the Japanese laborers required on plantations, and there is no necessity for bringing them in by the underground route."

FOUND FORTY TINS.

Inspector Mauoha Makes a Catch of Quantity of Opium.

A native called on Inspector of Customs Mauoha yesterday afternoon and gave him the information that there was a box containing opium, which could be found on the Fort street wharf, ready for shipment on the steamer Kauai. After obtaining from the man an accurate description of the box he went for a probing tool and hammer, and started over toward the steamer Kauai.

On the way he met Inspector Vida, and, telling him the story, the two proceeded to the place together. Mauoha was not long in finding the box, which was marked "Diamond W." Tearing it open he found 40 half-pound tins of opium, with paper stuffed about to fill up. Vida was left on guard while Mauoha informed the customs authorities. The opium was seized and taken to the Custom House.

Purser Kelly of the Kauai says that whoever took the box down simply paid 25 cents for freight to Waimea and left. No receipt was given as is common in single parcels of freight. He had no remembrance of who left the box, since he was kept busy all afternoon with a string of men with freight for Waimea and Kekaha. The "Diamond W" is the Waimea plantation mark.

Australia Passengers.

The following passengers are booked to leave by the Australia on Wednesday, March 10: S. D. Sutton, Mrs. Lovejoy, Mrs. Brenig, Marie Ezekiel, Mrs. M. I. Brown, A. R. Colburn and wife, D. N. Loose and wife, H. Spalding and wife, Miss Goldstein, T. W. Hobson and wife, Thomas Carter, Eugene Bernheimer, Charles Platt and wife, Mrs. Jennings, J. T. Bowers, E. A. Green, Miss P. Makiney, R. C. Burt, Harry Lee and wife, W. R. Porter, H. Eccles, Jerome Hart, Donald de V. Graham, Frank Unger, Harry Gillig, J. L. Dougherty and wife, R. H. Draper and wife, Mr. Hamilton.

Off to the Orient.

A jolly party of island people will leave for the Orient on the China of the 11th. Dr. and Mrs. Walters and Miss Helen Wilder have already been spoken of. Now comes another addition to the party in the persons of Mrs. Spalding and Otis B. Spalding, who will go through Japan and China, returning here during the latter part of May. The members of the party go provided with a stock of cameras, by means of which they expect to bring back to island friends some of the most important things seen in the Orient. They anticipate great pleasure at meeting with James A. Wilder.

I desire to attest to the merits of Chamberlain's Cough Remedy as one of the most valuable and efficient preparations on the market. It broke an exceedingly dangerous cough for me in 24 hours, and in gratitude therefor, I desire to inform you that I will never be without it and you should feel proud of the high esteem in which your Remedies are held by people in general. It is the one remedy among ten thousand. Success to it.—O. R. Downey, Editor Democrat, Albion, Ind. For sale by all Druggists and Dealers; Benson, Smith & Co., Wholesale Agents for Hawaiian Islands.

WAS REMEMBERED

Hon. Godfrey Rhodes Serenaded Yesterday.

HIS EIGHTY-SECOND BIRTHDAY

Three Times President of the Legislature.

Came Here 62 Years Ago—Ship-ped Coffee to California in 1850.

The venerable Godfrey Rhodes had the greatest surprise of his life yesterday when Professor Berger and the full Hawaiian Government Band took a position on the lawn in front of his



HON. GODFREY RHODES, Who Celebrated His 82d Birthday Yesterday.

residence and did him honor on his passing the 82d mile-stone in his life's journey. Mr. Rhodes has just recovered from a severe attack of illness, but he sat through the serenade and enjoyed every note of the music.

"These honors are too much for me," he said to a reporter for the Advertiser, his eyes filling up. "It is such a surprise, and I cannot understand why they should do it. Minister Cooper is doing too much."

While Mr. Rhodes, the three-times president of the lower house in the Legislature, may not be physically strong, mentally he is brighter than most half his age. His memory is quite clear, regarding events of half a century or more ago, and they are indelibly impressed upon his memory, for he said yesterday, and without the least evidence of regret:

"I never kept a diary, but I remember everything of importance to me that has happened in the last 60 odd years. As a young fellow of 20 I left England in one of the Hudson Bay Company's vessels, the bark Columbia, bound for the company's station on the Columbia River. You know, at that time that was British territory. On the way to our destination we stopped at Honolulu, and I had an opportunity during our stay here to learn something of the place. I was favorably impressed with the islands, just as everyone else is now. We reached the Columbia safely, and things went well with me. One day the mate of our vessel, while shooting wild ducks, managed to lose two or three of his fingers by the bursting of a gun barrel. The captain offered me the billet, though I was both too young and inexperienced for the place. I heard afterward that he was censured for it by the gentleman who sent me out. I had a letter from him, in which I was given the choice of remaining at Port Vancouver or coming here on the vessel. I chose the latter.

"Three years later I was commander of the little schooner Unity. Dear me, what an experience that was. In those days numbers of the Northwest Indians, veritable savages, used to ship to go after hunting, and often they were dropped off at Honolulu. In the latter part of 1839 there was quite a large number of the Indians here, and I was asked to take them up North.

"It was not a pleasant charter, and as we sailed out on the last day of December, 1839, Capt. John Meeks remarked to some friends on the wharf: 'That the last you'll ever hear of him.' There was a lot of trouble among the men, but I got through all right, and after landing all my passengers, went to Monterey, where I met John J. Jones, a former Consul at this port, and took him to Acapulco, after which I came back to Honolulu. "Afterwards I settled on Kauai and commenced the cultivation of coffee. While there the gold excitement in California began, and we had to supply the miners with produce for a time. My coffee was doing well, and in the early '50's I shipped a large cargo

of it to San Francisco, believing there would be a big sale for it, but unfortunately the miners had secured all the produce they wanted from all over the world, so I got comparatively nothing out of my shipment. I abandoned the plantation in 1855, on account of the heavy rains and damage to my trees. I planted too close to the sea, and did not get as good results as I should.

"While a resident of Kauai I was made a member of the lower house in the Legislature, and served for a great many terms, for three of which I was president of the House. Politics in those days were different from those of today. I was active in the affairs of the country, because I was interested and enjoyed the excitement. The natives were more influential in the old days than now, and I am sorry they do not recognize the fact that the present Government is working more for their welfare than the Monarchy did.

"I have always been a friend of the natives. I could not be otherwise today, for more than half of my life has been spent with them. As a member of the Legislature I had to go against two of my dearest friends because they were not, in my opinion, doing the correct thing for the Government. When the rioting was going on over the election of Kalanikouale, I begged Queen Emma to speak to the natives and stop it, but she declined. The cause for the overthrow of the Monarchy, I am satisfied, was the result of bad advice given to Liliuokalani and acted upon by her. I knew her brother well, and was with him when he died. Afterwards Liliuokalani made me a member of her Privy Council.

"My presence at the death-bed of Kalanikouale was something of a coincidence, for I was one of a number of invited guests at the home of Kamehameha III the night he died. It was not a ball, but a private party, and after we had assembled Queen Emma came into the room and told us that the King was not well enough to see us, so we retired. An hour later he was dead.

"I retired from politics in 1886, having been advised by my physician to seek a different climate. I had to ask permission from the Legislature, as I was a member of that body. The resolution was introduced by W. O. Smith, and approved by the late John S. Walker, who was president. E. A. Pearce, who was then clerk, countersigned the engrossed copy, which I still have in my possession. Since leaving Hawaii, and until I returned last year, I have lived in California. Now we are settled back in my own home, and I guess I will remain. When a man reaches my age he looks for a change, and I will stop here until it comes."

Mr. Rhodes is one of the few early residents of Hawaii who did not invest his capital in sugar. He was interested in coffee, had faith in it and started plantations, but he got out before the boom. To see him today, with his faculties as clear as those of a man of 50, speaks well for the life he led as a young man. As the selections were rendered by the band, he spoke highly of the execution and compared the airs with those he was familiar with years ago. Once, when the rain fell on the musicians, and they continued playing, he was much exercised for fear the boys would get wet and suffer from the exposure. He is interested in public affairs of today as much as when 30 years ago his voice was heard in the Legislature.

INDUSTRIAL EDITION.

Special Advertiser Supplement to be Published Wednesday.

Wednesday morning the Advertiser will publish a supplement, containing an elaborate description of the manufacturing industries of Honolulu. Besides an extensive write-up on local industries, this issue will contain a review of the financial condition of the country, compiled from Minister Damon's report for the year 1896; also, a valuable article by Prof. A. B. Lyons on the rainfall of the country for the past year. The Wednesday issue will contain much valuable information for the people of this country, and will be a particularly interesting number to send abroad.

Those wishing extra copies of the paper will kindly leave orders at the business office before 12 o'clock today.

MORE EARTHQUAKES.

Severe Shocks Felt Throughout Japanese Empire.

On the morning of February 20th, earthquake shocks were felt in Japan. In some cases the rocking was so severe that buildings were thrown to the ground. In Yokohama the shock was not severe, but it lasted for a considerable time.

The shock was most severe at Sendai, says the Japan Advertiser. The Second Japanese Army Division is at present quartered here. Somewhat serious damage is reported. Some storehouses and powder magazines belonging to the garrison were seriously damaged, and a portion of the stone walls of the town office and the chimneys of the local Assembly hall fell. The chimneys of the Post Office also collapsed. Besides this, a lot of damage was done to the police station, schools, hospitals and dwelling houses. The sake brewers there incurred a considerable amount of damage, which is estimated at about 1,000 yen.

There are 2,500 species of mammals on the earth and 12,500 species of birds.

THE PACIFIC CABLE

Cost of Laying Estimated By Japanese Commission.

RECEIPTS WOULD INCREASE

Line to China Seems Most Feasible in China.

Japanese Government Said to Wish Removal of Emigrant Restrictions.

The Hong Kong Weekly Press of February 3d, discusses the Pacific cable scheme from the point of view of China. The Press says:

The question of laying a cable across the Pacific from some point on the West coast of North America to Japan and Eastern Asia is still under very careful consideration, not only in the United States, the Dominion of Canada and Great Britain, but also in the land of the Rising Sun. In the latter country a commission has recently been sitting to investigate the question and to collect information. They estimate the cost of laying a telegraphic cable from Japan via Hawaii to San Francisco at \$13,580,000, including two steamers. The gross receipts per annum are estimated at \$1,671,000, and the expenditure at \$999,000. The Pacific Cable Commission, sitting in London, is still at work, but its deliberations are conducted in such secrecy that nothing is known as to what is likely to be the result. According to a Canadian press dispatch the reports of the doings of the conference, which had previously been issued by the Colonial Office, have been stopped owing to the desire of the existing companies to hinder the project. The same authority states that the Canadian delegates had been instructed to make it a sine qua non of Canada's support that the cable shall not touch on foreign soil, not even at the Hawaiian Islands. What special views the Australian delegates take we are unable to say, but the Australian Colonies and New Zealand are very anxious to have cable communication, over a British line, with Canada. A scheme for laying a cable from San Francisco first to the Hawaiian Islands, and thence to Hong Kong via Luzon, is now before the United States Congress, and the people of California are pressing for this to be inaugurated with all the influence they can muster.

It will thus be seen that there are at the moment rival projects for supplying the great want of direct telegraphic communication between Eastern Asia and the American Continent. That one of them will before long emerge into the domain of accomplished fact there can be small reason to doubt. The present system is not only roundabout and tedious, but it constitutes an expensive monopoly which will not long be tolerated in America, whatever may be the case in Eastern Asia. The Joint Telegraph Companies occupy an exceptionally strong position, and will naturally do all they can to retain it. They have been able, owing to the high rates maintained, not only to pay substantial dividends, but to build up large reserve funds. The Great Northern Telegraph Company, in particular, has done well in this respect, having accumulated a reserve of nearly a million sterling, and their \$10 shares are now quoted on the stock market at \$25 per share. The companies have unquestionably maintained a good and efficient service, and in numerous ways have studied the interests of their constituents. The recent reduction made in rates to southern countries, to India, to Africa, Australasia, and elsewhere, and the promised reduction in the rates from Europe in July next show that they are not unmindful of public opinion, which demands a cheaper rate for telegraphic means of communication. The increase in their rates to Europe and America on the 1st of August last, immediately on the conclusion of the Telegraph Convention at Peking in July, was certainly unfortunate, as it drew public attention most prominently to the high cost of telegraphing, and aroused an agitation against the monopoly created by that convention. It also served to direct attention in a very marked manner to the handsome profits reaped by the telegraph companies, and thus increased the chances of that very opposition they were so anxious to avert. It cannot be doubted that the attention of the Japanese was thus specially attracted to the field left open to enterprise.

It is of course impossible to say on what data the Japanese Commission of Investigation have based their estimates of the cost of laying and working a cable across the Pacific, but if they can feel confidence in these figures the temptation to undertake the enterprise is certainly very great. The estimate of the cost of laying the cable might be made approximately, and probably pretty fairly, by an expert

(Continued on Seventh Page.)